

FIGHT MADE ON GEORGIA ACT

Trustees of C., N. O. & T. P. Insist on Right to Use Boyce Right-of-Way.

The state of Georgia has filed a bill in the courts of the United States against the Cincinnati Southern and the C., N. O. & T. P. railways, seeking to take over the tracks from Boyce into Chattanooga, over which the Cincinnati Southern has operated trains.

In 1879, when the Cincinnati Southern railway was being completed into Chattanooga, the state of Georgia owned the right of way from Boyce to Chattanooga. An agreement was made allowing the Cincinnati Southern to lay its tracks on this right of way from Boyce to Chattanooga. In 1916 the Georgia legislature passed an act repealing the act of 1879. The C., N. O. & T. P. refused to recognize this act of the Georgia legislature and is contesting the constitutional validity of such an act. Suit was brought by the state of Georgia in the supreme court of the United States against the trustees of the Cincinnati Southern and Cincinnati, New Orleans and Texas Pacific, seeking to enforce the repealing act and recover property. The case is now at issue in the supreme court of the United States. Edward L. Gilmer, of Atlanta, has been appointed special examiner to take proof in the case. Edward Colston, general counsel for the C., N. O. & T. P. railway, J. W. Peck, and W. L. Porter, of Cincinnati, will join M. M. Allison here Monday night and go to Atlanta, where they will take proof in the case this week.

The case is one out of the ordinary, it is learned from officials. The state of Georgia's insistence in the suit is that the act of 1879 was permission to the defendant road to use the right of way temporarily, and the legislature had a right to revoke that act. The officials representing the Cincinnati Southern and the C., N. O. & T. P. will contest the constitutionality of the act passed in the 1916 Georgia legislature.

USE GAS WHERE IT RELIEVES RAILROADS

Washington, Feb. 18.—Instead of curtailing the use of motor vehicles, as has been necessary in England and France, to conserve gasoline for military uses, American car and truck owners will be doing their country a service by using their machines to the fullest extent for the relief of passenger, freight and express traffic on the railroads in the United States, according to the petroleum war service committee of the Council of National Defense.

The gasoline situation, which threatened last summer to result in a shortage, has changed radically. Gasoline economy due to the campaigns recently encouraged by the United States bureau of mines, the drilling of new oil wells, increased production of gasoline by the "cracking process," decreased use of automobiles during severe winter weather and lack of shipping facilities for export to Europe have combined to cause consumption to fall below production. The reserve supply accumulating will tax storage facilities to the utmost before the winter is over.

MANY CHINESE INJURED RESULT EARTH SHOCKS

Amoy, China, Feb. 17.—(Sunday).—Earthquake shocks continued here last night and today. Many persons have been injured and it is estimated that more than one hundred houses have collapsed. Cable communication with Hong Kong is interrupted.

Children Cry FOR FLETCHER'S CASTORIA

UNQUENCHABLE SPIRIT OF FRANCE THAT WILL SUFFER NO DEFEAT

Loyal Sons Ready to Die Fighting With Bare Hands Rather Than Live to See Any of Their Country Left in Prussian Hands.

(By George Randolph Chester and Lillian Chester.)

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Paris.—Will the spirit of France ever die, her courage ever falter, her faith ever fail? If you could look into her eyes you would know.

Behind the weariness and suffering is a calm, steady fire which has no quenching, a light which is an inspiration to see.

Three and a half years have passed since the bestial hordes defiled the soil of France with his swinish foot, and stretched his greedy claw toward Paris.

"They shall not pass," said France then, and that is what she says today. For three and a half years there has been but one thought, never wavering, in the mind of every true citizen of this great republic—to purge France of her stain, and to throttle forever the monster which has menaced and so nearly devoured civilization—and if any man says that any large proportion of the French people are willing to accept a German peace, he lies! There is not one loyal son of this nation, where loyalty is almost universal, who is not ready to make his last stand toward ammunition, arms or provisions, if need be, and fight with his bare hands until he dies, rather than live to see any foot of his beautiful country made a swilling place for the hated Hun. And back of him, and with him, are the marvelous women of France, who, having sacrificed father and husband, brother and son, can still carry the ever-increasing burdens of life with cheerful courage.

If you in America could only know these wonderful allies of ours as they really are, you would never have a doubt of the spirit of France.

Take Papa Guillemon, for instance. He is a "reformed" polli, which is what they call a repaired soldier over here. They do marvels at that work. If the surgical "reformers" can just get hold of a few pounds of the original Frenchman they can catch him up until he fills out a uniform as good as new; and the spirit of France will be in him from his timber toes to the silver plate on top of his skull.

Papa Guillemon, which by the way isn't at all his name, has one lung which whistles a little, and one arm which has to be put where he wants it to stay, and one leg with a knothole in it, to say nothing of sort of fragmentary viscera, but he's a mighty good man nevertheless, who demands victory, not peace! From just across a table he looks hale and ruddy, with dangling medals and bulging mustache and jolly little eyes that twinkle.

It seems that when the great war broke on the astounded world Papa Guillemon was one of the first men to jump into his red pants—gaily. The mobilization would be over in a few weeks, and then the grand review! It was not then generally thought that the Germans had planned for forty years to make this little dash into France, capture Paris, demolish everything which by its beauty and refinement was an insult to German Kultur, exercise the same swift ferocity on cowering London, then, in more leisurely fashion, cross to New York and gobble up America.

Voilà! Just like that!

Papa Guillemon laughs over that piece of colossal insanity until the tears roll down his purple cheeks. The stupid sausage! To spend half a century in acquiring the feeling that they know everything in the universe, and to miss the simplest knowledge of all, the hearts of men!

France rose as one man to prevent the first stopper on the Hohenzollern tour of the world, and, unprepared as she was, upset the whole German empire.

True, the first traffic which was sent out to meet the invaders, and in which Papa Guillemon rode, found the nation of its destination in possession of the Germans, and, before the wheels of the engine had stopped revolving, a hail of lead was pouring in at the windows of all the coaches and practically every one of that first little army was slaughtered before he had a chance to get into the fight.

Papa Guillemon's eyes suddenly twin-



George Randolph Chester.



Lillian Chester.

gle again. He had played 'possum! Wounded in the shoulder, and spattered with blood, he was piled in a heap for dead, and, crawling out from amid his sublime heroism, had been rushed out of the city by taxi, motor truck, auto bus—every sort of power-driven vehicle which could be found—and, half armed and totally unprovoked, had taken up the march toward the enemy.

Papa Guillemon, tugging toward Paris, with his shoulder throbbing, met this heroic band. They were headed the other way; they were setting out to fight for France! Papa Guillemon's mental processes were very simple; he turned and went with them. He had saved no arms or accoutrements in his escape, but he took a munitions gun from a fallen comrade, and, joining the suffering but dauntless little army of Paris, plodded on with them until he could go no further. He leaned against a wall, slipped down in an angle to his haunches, and his eyes closed. He thought that he was ready for death.

A voice aroused him. It was an officer. Papa Guillemon raised to his feet and saluted.

"Have you finished?" asked the officer.

"I have finished," returned Papa Guillemon huskily, and, saluting again, prepared to slide down in his corner and die.

"No," said the officer. "But wait here. If the Germans come, you may die fighting. It is for France!"

"Yes, my officer," agreed Papa Guillemon, and, saluting again, he went on his way, something stronger than the strength of life itself, the thing which has made the army of this land the marvel of the world. It was the spirit of France!

The light of it was in his face today, and so long as there is a piece of him it will remain.

He did stay alive, though his head drooped and his knees bent, stayed alive and in that spot till the Germans came. He can't tell much of what happened after they arrived, but when the stretcher-bearers picked up Papa Guillemon from among the dead Huns which surrounded him, he was dumb full of devotion, though he had spirit enough to smile occasionally, and voice enough to whisper "Vive la France!"

Chamberlain's Cough Remedy Highly Recommended.

"I'm thoroughly convinced that if Chamberlain's Cough Remedy is given a fair trial it will cure the most severe cold. I cannot speak too highly of it as it always cures and is pleasant to take," writes Mrs. Charles Saxby, Litchfield, Ill.—(Adv.)

EXPRESS COMPANIES SHOW CONSIDERABLE INCREASES

Washington, Feb. 18.—Express companies' earnings for October, reported today by the Interstate Commerce commission, show considerable increase over preceding months, although they were still far under earnings for the year before. Only the Adams company reported a decline. The operating income of the Southern Express company was \$112,643. The figures were referred to the railroad administration which has under consideration the taking over of express companies for operation in connection with the railroads.

BENN MESSENGER SERVICE

Main 961 or Main 144. Prompt and efficient service, 7 a.m. to 8 p.m. daily except Saturday, 9 p.m. Sunday we close at 2 p.m.—(Adv.)

IRISH MAIDS WIN JOLLY TARS' HEARTS

American Bluejackets Wed Girls of Erin's Isle—Promise Homes in U. S.

Base American Flotilla in British Waters, Jan. 31.—(Correspondence Associated Press).—Every part of the United States has supplied a hero in love romance that have culminated in happy marriages between American bluejackets and blue-eyed Irish maidens since the arrival of the American destroyers in the south of Ireland. After the war, every part of the United States, from Maine to California and from the Great Lakes to Florida, will boast of an Irish bride who was wooed and won in the name of the American sailor.

All of the brides are looking forward to that happy day when they will see what their husbands so proudly proclaim as "God's country." Already the American sailor has supplied his Irish bride with all necessary documents to establish her identity as an American, and some have even had their property in the United States transferred to their wives as a precaution in case they lose their lives for their country.

There is the marriage of a former ranchman, Bert Adams, to Bridget O'Rourke, whose family descends from an Irish king of that name. Adams, who is a bootmaker on one of the destroyers, hails from Hugo, Colo. He is now arranging to have his ranch in Colorado deeded to his wife as a precaution in the event of his being lost.

His wife's relatives live in Bruce, County Limerick, and there is plenty of anecdote connected with the family's relation to the O'Rourkes of kingly fame. "I don't know anything about ranching," Mrs. Adams told the Associated Press correspondent. "But I am preparing myself for the fair land Bert has told me so much about by studying a history of Colorado."

One Was Waitress.

Then there is the case of Mary Ridge, head waitress at the leading hotel here, who lost her heart to Harland G. Ritchie, a machinist's mate, first class, of Allston, Mass. She was one of the most popular girls in town. The dining room over which she presided was out of bounds to enlisted men, but Ritchie contrived to see her when she was off duty. They knew each other for four months before Mr. Ritchie led her to the altar of the village church.

But the record for love at first sight among the Americans belongs to a young seaman, Paul Valachovic by name, who used to work in the machine shop of the General Electric company at Schenectady, N. Y. He fell in love the first day he stepped ashore here from his destroyer, Ada Jones, a Cork girl, was the object of Cupid's dart. After the war Valachovic is going to take her back with him to that thriving city in New York.

A few of the Americans first met their wives on visits to England. Charles Harmon Coble, of Charleston, S. C., fell in love on the beautiful Cornish riviera with Ada Gilbert, a widow of 24, whose home was in Plymouth. Another English bride is Nora Elizabeth Kitt, who was married to Joseph W. Highfield, of Des Moines, Ia.

But the majority of the Americans married Irish girls who lived in the vicinity of the American naval base, and whom they met at the dance hall or roller skating rink. Thus Doris Francis Phillips is now Mrs. Lee Dickinson, of Hanover, Mass., and Mary Ellen Sullivan has become the wife of Thomas A. Balschi, of Mount Carmel, Pa. After the war Mary O'Keefe, who became the wife of Edward C. Turner, expects to desert the trying climate of southern Ireland for that of sunny San Jose, Cal., which is her husband's home. William Spaulding, of DeLand, Fla., has married Ester Allen, while Oral E. Cox, of Iowa, Kan., won the hand of Phyllis Rose Rogers.

Among others of the American sailors who have taken to themselves a wife over here are Benjamin J. Moore, of Dallas, Tex.; Elbert R. Dickinson, of Pensacola, Fla.; Harry E. Holder, of Denver, Colo.; and Michael J. Della Roca, of Schenectady, N. Y. And the list gives promise of growing steadily.

OKLAHOMA SUPREME COURT JUSTICE DIES

Oklahoma City, Okla., Feb. 18.—Charles M. Thacker, associate justice of the Oklahoma supreme court, died here yesterday of acute gastritis. He had been ill only three days. Judge Thacker was born in Virginia 52 years ago.

MUST PREPARE ENTERTAINMENT FOR DRAFT BOYS COMING, SAYS DUNHAM

"The people of Chattanooga are to be congratulated upon the fact that they are to have one of the two largest camps in the United States located near this city. This fact seems assured from the authoritative reports which have just come to this city in the past few days."

So declares S. G. Dunham, executive secretary of the war camp community service.

Pointing out the great responsibility it will mean to Chattanooga, he said:

"We should not, however, overlook the fact that, while this camp will bring additional prosperity to the city, it will also bring additional responsibility and demand work on a very much larger scale for soldiers' recreation and entertainment within the city. At a conservative estimate this camp will mean \$50,000 more business a week. We must be ready and willing in return for this prosperity to make Chattanooga safe and attractive to the men of the camp. To this end it is necessary for us to prepare in the immediate future for larger enterprise."

Soldiers' Club Building.

With the additional troops at Camp Forrest, Mr. Dunham says that one of the immediate demands will be a soldiers' club building sufficiently large to entertain at one time at least 1,000 men. This club, he said, should be equipped with cafeteria, lodging facilities, game rooms, baths and a large auditorium. It will also be necessary for the citizens of Chattanooga to make larger sacrifices in order to meet the demands for week-end accommodations, also to provide for a much larger demand for rooms and apartments to accommodate a larger number of officers' families coming to the city. He declared it will be impossible for the hotels to meet this additional demand, and that it is doubtful if casual could be interested in building to meet a demand that must at best be of a temporary character.

From Good Homes.

"It will be the better part of wisdom to be thoroughly prepared in advance to meet all of these emergencies," says

Mr. Dunham.

"We must remember in our hospitality work that the men who form the new draft army have recently left social and business relations and are thrown into an entirely new environment. We must, therefore, be ready to do all in our power to open as many channels of social contacts as possible within the city," declared Mr. Dunham, adding that past experience with the soldier has proven that these men will in no way abuse that hospitality.

Build Up Morale.

Mr. Dunham says the war department has a right to expect us to do this work, which means so much in building up the morale of the new army, on patriotic grounds.

"These men are preparing to fight our battles to win a victory for democracy, and in fact to maintain the financial and social well-being of every individual in the country. It is largely because they believe in our willingness to meet these demands that the government has decided to station more men at this camp. President Wilson and the war department are vitally interested in the work of the war camp community service for the men in the camps."

ENGLISH MEAT MARKETS MERGED BY GOVERNMENT

London, Feb. 18.—It has been rumored that the government was arranging to take complete control of the distribution of meat from the Smithfield market. The report is inaccurate, inquiries show, but apparently the food ministry has urged the reduction of meat firms to a minimum with a view to facilitating distribution. Consequently a number of large firms are combining virtually, although unofficially, under government aegis. The situation is similar to that in 1908, when the so-called American merger was formed at Smithfield, but the present amalgamation is on a much larger scale.

PERRY THOUGHT TIME HAD COME

Wasn't Free From Suffering for Three Years.

Kept Going Down Hill Continually, He Says.

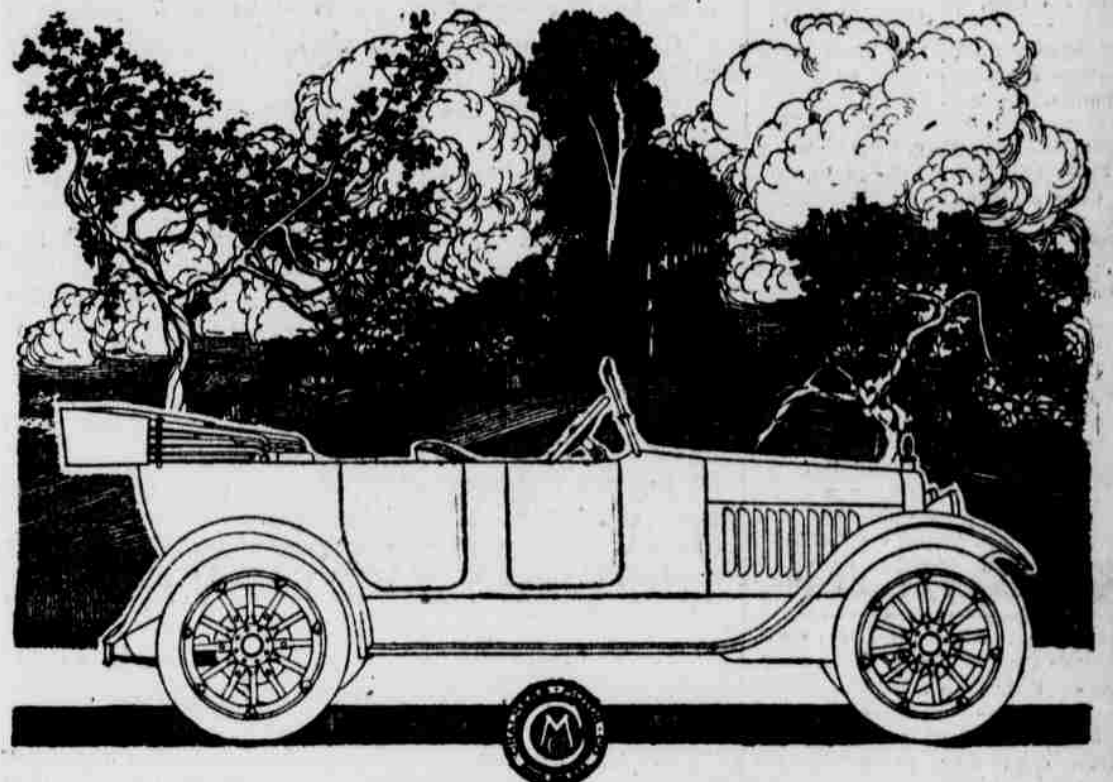
Gained 25 Pounds Taking Tanlac and Feels Strong as a Mule, He Says.

"I have gained twenty-five pounds on Tanlac and I feel as strong as a mule," said S. M. Perry, of 220 Elmwood street, north, Nashville, Tennessee.

"My stomach got in an awful fix three years ago, and since that time I haven't been free from suffering a single day. I had no appetite and everything I ate lay on my stomach like lead and I would bloat up with gas until I could hardly get my breath. My heart would flutter and palpitate and many a time I have had to stop and rest on my way home, I would get so weak. I took everything I could hear of for my trouble, but kept on going down hill until it looked like my time had come."

"Finally a friend of mine told me about Tanlac and I got a bottle. It gave me a fine appetite and I began picking up right away. I am as hungry as a wolf at mealtime now and can eat anything I want without it hurting me. My heart is acting all right again, my breathing is fine and I sleep like a log at night. I go to work every morning feeling fresh and strong and ready for anything, and can do as big a day's work as I ever could."

Tanlac is sold in Chattanooga exclusively by the Live and Let Live Drug Co.—(Adv.)



STEADILY DOWNWARD IS THE TREND OF POWER IN GAS, AND STEADILY UPWARD GO THE RESULTS FROM THIS GREAT CHALMERS ENGINE

That gas is dropping steadily in power is no longer a matter of news. But while the decline is on (and many think we will never see again a high grade gas) here comes the master of the situation.

It is the great Chalmers engine and its chief function is making poor gas deliver high power.

It breaks up to an unprecedented degree the raw gas coming from the carburetor, "cracks it up" as the engineers say, and then heats it to a high point before the spark plugs set it off.

One device that does most of this important work is the now famous Chalmers "hot spot." The second is the ingenious "ram's-horn" manifold.

So thoroughly does the great Chalmers engine Fletcherize and Hooverize the gas that there's scarcely a particle of wasted power.

Tests of the exhaust have proved that.

And so fluid or liquid is this power that it fairly charms the driver. You can get violent action in an instant or you can "tame it to almost nothing." And whether calling on it for much or little it has a peculiar note of softness about it that always denotes a superior piece of mechanism.

TOURING CAR, 7-PASSENGER \$1535 TOURING SEDAN \$1590 TOWN CAR LANDAULET \$2020
TOURING CAR, 5-PASSENGER \$1485 CABRIOLET, 3-PASSENGER \$1775 LIMOUSINE, 7-PASSENGER \$2725
STANDARD ROADSTER \$1485 TOWN CAR, 7-PASSENGER \$2725 LIMOUSINE, LANDAULET \$3425
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Armour's Shortening and Cooking Fats

Oval Label Variety Complete

WHETHER you prefer vegetable shortening, butter, lard, oleomargarine or ham and bacon drippings, you'll always find the better grade under the Oval Label.

Vegetole is Armour's highest quality vegetable shortening—an economical lard alternative in these days of high food-costs.

Armour's Oleomargarine—Glendale (natural color) and White (white)—are ideal for shortening purposes as well as for table use. Made from choicest materials, they are rich in food value and contribute their goodness and delicacy to all foods in which they are used.

Butter "Simon Pure" Leaf Lard—made from choicest portions of pure leaf fat, tried out in open kettles. Because of its extra richness it goes a third farther than ordinary lard.

Cloverbloom Butter—made from pure pasteurized cream. Churned in the country.

Even the drippings which you save from Star Ham and Bacon provide excellent fat for cooking purposes. This eliminates waste and permits a substantial saving in the cost of every pound of ham or bacon you buy.

Ask your dealer for Armour's Oval Label Products.



Call our branch house manager and ask for names of Oval Label dealers in your neighborhood.

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